

Amendments to the Claims

1. (Previously Presented) A method for determining the fuel consumption of an electrical consumer in a motor vehicle with an internal combustion engine, supplied by a generator which is driven by the internal combustion engine, comprising determining at least one current value of the generator mechanical power input upon energization of the electrical consumer.
2. (Previously Presented) The method as claimed in claim 1 wherein the method comprises the determination of an electrical power input of the generator at different times.
3. (Previously Presented) The method as claimed in claim 2 wherein the electrical power input is determined at a first instant and a second instant following the first instant in time, the first instant occurring at the time at which the electrical consumer is connected, briefly prior to the electrical consumer being supplied with current.
4. (Previously Presented) A method for determining the fuel consumption of an electrical consumer in a motor vehicle with an internal combustion engine, supplied by a generator which is driven by the internal combustion engine, comprising determining at least one current value of the generator mechanical power input upon energization of the electrical consumer, wherein the method comprises the determination of an electrical power input of the generator at different times, and the electrical power input is determined by means of a generator model.
5. (Currently Amended) The method as claimed in claim 2 wherein the electrical power input is determined by means of values from [[the]] one or more characteristic fields of the generator.
6. (Currently Amended) [[The]] A method for determining the fuel consumption of an electrical consumer in a motor vehicle with an internal combustion engine, supplied by a generator which is driven by the internal combustion engine, comprising determining at least one current value[[s]] of the generator mechanical power input upon energization of the electrical consumer, wherein mechanical and electrical

losses are taken into account when the value is being determined for the mechanical power input on the generator.

7. (Previously Presented) The method as claimed in claim 4 wherein for the generator model the input quantities are at least the engine speed, the ambient temperature, the transmission ratio, the voltage of the vehicle electrical system and the excitation current of the generator.

8 – 10. (Canceled).